

Clintonville

The following is a compilation of recommendations from city plans and project lists that may be eligible for UIRF funding. Area commissions, civic associations, and other organizations that are considering applying for UIRF funds should utilize this list as a starting point when considering potential projects. Additional general ideas for potential projects are listed in the document titled "[Generalized List of Potential UIRF Project Ideas](#)".

Recommendations from city plans from the following list (noted as such) have received considerable neighborhood public input, have been recommended by the local area commission, and have been adopted by City Council as policy for the given area/neighborhood.

Recommendations from the portion of the table titled "Other Potential Project Ideas from City Project Lists" have come from staff developed recommendations that are consistent with city plans and/or address other city capital improvement priorities.

Applicants for UIRF funding are not required to restrict themselves to a proposal from this list. This information was compiled by city staff in order to assist neighborhood organizations in developing project ideas, but the city does not guarantee that there may not be additional potential projects within a neighborhood's plan or from other sources. Neighborhood organizations should review their plan and other information themselves in order to better understand the recommendations from this list and perhaps identify other potential project ideas. Choosing a project from this list does not guarantee funding, but projects chosen from the list will be weighted in favor of projects not from the list, per the City's UIRF [Criteria Rating Form](#).

Clintonville Neighborhood Plan (2009) Recommendations	Plan Page Number
A Share the Road Campaign should be implemented on High Street, Weber Road, North Broadway Street, and Lincoln Avenue.	44
Bike lanes should be included on Morse Road.	44*
Bike lanes should be included on Indianola Avenue.	44*
A paved shoulder for bicyclists should be included on Indianola north of Morse Road per the Bikeways Master Plan. Explore possibility of separated multipurpose path.	44
A bike lane should be included on North Broadway Street west of Milton Avenue.	44*
A Bike Boulevard should be implemented on Tibet Road.	44*
Bike lockers or racks should be considered at transit stops or park-n-rides.	44
Future option to connect to the west side of the river via the bike trail should be kept open for high demand areas including Como Avenue and Northmoor Parks.	44
Bike and pedestrian accessibility on North Broadway Bridge should be improved to provide better connection between Clintonville and the west side of the river to Olentangy River Road.	44*
The possibility of developing a north-south bike route with increased signage should be investigated as an alternative to High Street and Indianola Avenue. A potential route could follow Calumet Street to Foster	44*

Street to Sharon Avenue.	
Future improvements to Calumet Street should better accommodate bicyclists and pedestrians.	44
Current route signs on Calumet Street should be replaced with distinctive signs that provide information about destinations and distance as recommended in the Bikeways Master Plan.	44
Sidewalks should be constructed for Cooke Road as identified in the Operation SAFEWALK Program.	45
Sidewalks should be constructed for Indianola as identified in the Operation SAFEWALK Program.	45
A walking path from West Tulane Drive (off of West Tulane Avenue) to High Street should be created to improve pedestrian access to retail, transit, and services.	45
Graceland Shopping Center should be connected to neighborhoods to the north with a multi-use trail to Fenway Court and complete connections on Riverside Drive to complete a route to Broad Meadows Bridge.	45
Kenney Park should be connected north to the Broad Meadows Bridge with a trail along the Olentangy River through Island View Park.	45
Signage on the Olentangy Bike Trail directing users to the Central Business District on High Street should be established.	45
The following crosswalks should be considered for enhancements: High Street and Olentangy; High Street and Kelso; High Street and Como Avenue; High Street and Weber Road; High and North Broadway streets; High Street and Acton Road; High Street and Cooke Road; High Street and Henderson Road; High Street and Morse Road; High Street and Graceland; Indianola Ave and North Broadway Street; Indianola Avenue and Weber Road. Enhancements may include: installing a new crosswalk with an alternative pavement material, such as brick or textured/colored pavement (as appropriate), and utilize timers, enhanced signage, or bumpouts where feasible.	48
Planted medians should be considered at the following locations on High and Indianola avenues: High Street south of Kelso Road; High Street between Como and Longview avenues; High Street between Longview and Clinton Heights avenues; High Street between Orchard Park Avenue and Dunedin Road; High Street north of Graceland Boulevard; Indianola Avenue between Milford and Melrose avenues. The installation of medians consequently may result in right-in and right-out only access for businesses. Other locations may also be deemed appropriate, i.e. as recommended in the Indianola Corridor Plan, 2003: on appropriate locations on Indianola Avenue north of North Broadway Street to Morse Road.	47*+
At signalized intersections with high pedestrian use, crosswalks should be provided and delineated with an alternative pavement material, such as brick or textured/colored pavement (as appropriate), utilize timers, enhanced signage, or bumpouts where feasible.	48
Street trees are recommended on all public and private streets, as approved by the city of Columbus Forester.	48
High Street, or portions of, should be considered for a "Road Diet" in order to slow traffic to the speed limit and allow for the possible inclusion of additional parking and/or bicycle facilities.	48*

Traffic calming techniques should be considered near shopping centers or major commercial areas to improve safety and walkability.	48
Community should work with the Recreation and Parks Department to develop walking path along Glen Echo Ravine from Glen Echo Park to the Olentangy River. (Note: funds could be utilized to purchase necessary properties; project is long term in nature.)	39
Other Potential Project Ideas from City Project Lists	
Whetstone Park: remove existing wood sign and replace with joint use sign for Library, Park and Recreation Center highlighting special events	n/a
Clinton Como Park: play equipment replacement, tennis court renovation, shelter	n/a
Brevoort Park: tree replacement	n/a
Kenney Park: drainage and field improvements	n/a
Northmoor Park: general improvements	n/a
Sharon Woods Park: general improvements	n/a
Whetstone Park of Roses: fountain upgrade, trees, parking	n/a
Whetstone Park Shelter improvements, trees, road improvements	n/a
Glen Echo Park: general improvements	n/a
Richards Rd – Limits High St. to Indianola – Upgrade the roadway and install new curb where appropriate. Project would cost more than \$500,000 limit, but the neighborhood could partner with the City on funding if this project were identified as a priority.	n/a

*Projects noted with an asterisk are subject to preliminary engineering analysis which could either prove the project not feasible or limit the extent of the project.

+Projects noted with a “+” would be subject to an executed maintenance agreement with a community organization, subject to city requirements and approval.